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Hongkong, 23rd October, 1907.

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All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On October 29th, at 6 Conduit Road, to wife of W. S. ALLEN, a son. [1743]

On October 26th, at Shanghai, to Mr. and Mrs. ALBERT TAYLOR, a daughter. [1744]

MARRIAGE.

On October 30th, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnson, FRANK OWLAND, youngest son of A. A. DAY of Sydney, N.S.W., to KATHERINE MAY, fourth daughter of the late P. FLETCHER-WATSON, of Dorchester, England. [1744]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 31st, 1907.

It is to be hoped that the new departmental arrangement, which, it was some time back announced, is to be made at the Colonial Office, placing the self governing Colonies and the Crown Colonies under separate departments, may have the effect of somewhat improving the manner in which the transfer of governors from one Colony to another is decided upon. Hitherto it has been a complete mystery to outsiders how such transfers are regulated. Indeed so far as can be seen, no principle whatever has been gone upon—or at least none in which the interests of the Colonies or the Empire as a whole are the main consideration. Certainly there has hitherto been nothing to make it appear that such appointments have been regulated by any estimate of the special fitness of a given governor for a given post, that he may have acquired through his experience in the governorship which he is relinquishing. The question

indeed seems to have been generally settled upon purely departmental considerations on the one side and of personal desires on the other. As regards the latter, of course, nothing can fairly be said. A governor who has for some years withstood the effects of a tropical climate cannot be blamed if, when opportunity offers, he seeks re-appointment in a more temperate sphere. Indeed there are some instances where, other things being equal, such a consideration may be fairly enough taken into account both by the Colonial Office and by the particular official concerned. These cases, however, are of an exceptional character, and the main point for consideration in all such transfers should clearly be how far the previous experience of the governor transferred will avail him in his new sphere of action.

We have had a very strong instance of how this principle is ignored in the recent transfer of our late esteemed Governor, Sir MATTHEW NATHAN, to Natal. We have been officially informed by Lord ELGIN that "in the public interests it was necessary to invite Sir M. NATHAN to give the benefit of his proved ability in another portion of the Empire." This is admirably expressed, and the utterance is thoroughly in accordance with the sound principle which, as above observed, should rule in such matters. Unfortunately, however, for it, application in the particular case, those who are acquainted with the two places, Natal and Hongkong, must be struck by the peculiarity of the change that has been effected. We make no doubt that Sir MATTHEW NATHAN will prove himself quite able to mis-er the position in Natal, but at the same time, it does seem, to an ordinary person, that a vast amount of the knowledge which he has acquired in the East will be absolutely useless in his new sphere, and indeed may to some extent stand in his way. As a matter of fact, no two colonies could be found more completely differing from each other than Hongkong and Natal. The former is a Crown Colony, where the Governor takes the leading part in all matters and where he naturally looks to the main for guidance from the Colonial Office in all measures of special importance. Natal on the other hand is a self-governing Colony with a very popular element to deal with and where the *vox populi* is the governing force. But the whole nature of the people in the respective Colonies is as different as can be conceived. In Hongkong, so far as the European population is concerned, the bulk of the residents are quite content to take everything that is British as their model. They are rather Englishmen abroad than Colonists, and look only to being in Hongkong for a short period and to returning Home as soon as they can. In Natal there is a strong local Colonial feeling and South African traditions and principles are those which form the basis of public opinions on all questions. The transfer of a governor from the one colony to the other is thus not only to lose the benefit of much which he may have acquired by experience in his former sphere, but also to make it necessary for him to learn a vast amount which can only be acquired by experience in the new colony over which he is placed.

The instance under notice is naturally one which occurs to those in this Colony; but it by no means stands alone, and indeed is only on a footing with a large number of appointments which have been made by the Colonial Office, many of which will occur to our readers. No doubt there may at times be a difficulty in finding a suitable governor for a given colony; and, where there is absolutely no choice, the removal of a governor of ability from the sphere of action with which he has become familiar, may, as is claimed in the present instance, be justified. But in reality such cases are very rare; and they would scarcely arise at all, but for a somewhat too rigid adherence to official and departmental considerations which are after all of very little importance as compared with the necessity for securing the most suitable man for a given place; and of making the fullest use of the special knowledge, which has been acquired, and can only be acquired, by actual experience.

The Hongkong St. Andrews Society have postponed the date of their first real practice dance from Monday 11th proximo to Tuesday 12th.

H. E. the Governor and Lady Lugard will give a ball at Government House on Monday, 11th November, in celebration of the King's Birthday.

A Peking letter states that the Ministry of War has received most encouraging accounts about the young Chinese military officers and cadets who are studying in Germany and dispatches have been received from that country to the effect that the young men are giving promise of a brilliant future in their profession.

The French cruiser "D'Entrecasteaux" and the French gunboat "Decidée," which arrived here on Tuesday morning, were yesterday joined by the cruiser "Brux" from Shanghai.

To-morrow (Friday), November 1st, being All Saints' Day there will be celebrations of the Holy Communion in St. John's Cathedral at 8 a.m. and at 11.30 a.m. Matins and Litany will be said at 11 a.m.

The Bandmann Opera Company added considerably to the excellent reputation it enjoys by the excellent performance of "The Girl from Kays" last night. The large audience insisted on many encores.

The trial of Cheung Kwai-hong, who was arrested on four charges under the Forgery Ordinance on the 3rd instant, concluded before Mr. F. A. Hazlard at the Police Court yesterday. The defendant, it will be remembered, was arrested for altering \$10 notes belonging to the Straits Government so as to resemble \$50 notes. His Worship committed the defendant to take his trial at the next Sessions.

On Tuesday a native tried to enter a house at Macdonald Road, Yau-mai, from the verandah of the first floor. While endeavouring to force an entrance, one of the inmates cried out "thief," and the man jumped from the verandah into the street, where he was arrested by an Indian constable. Charged before Mr. F. A. Hazlard at the Police Court yesterday he was sentenced to three weeks' imprisonment and six hours' stocks.

Our Postal Officials in Hongkong have been distinguishing themselves again. The latest instance of eccentricity in the sending of a letter, addressed to a certain number in Fray's East, Victoria marked "local" and bearing a two cent stamp, to the state of Victoria in Australia, whence it was returned marked "insufficiently addressed." Surely, it is not too much to expect that the men entrusted with the handling of our correspondence should have some knowledge of the city in which they live?

A genuine bargain as never falls to interest a lady and the announcement made by Messrs. Lane Crawford & Co. on our front page of such a sale at the commencement of the season instead of, as usual, at the end, must prove especially attractive. In connection with the enlargement of their Ladies' Department, Messrs. Lane Crawford & Co. announce that for ten days, commencing on Monday next, they will offer their complete new season's delivery of autumn and winter goods at a discount of 25 per cent for cash.

Before Mr. C. D. Melbourne at the Police Court yesterday, two coolies employed in Messrs. A. S. Watson & Co's soda water factory were charged with stealing three dozen stone bottles of ginger beer. The first defendant denied the theft, stating that the second ordered him to pack the ginger beer, carry it to the road, and wait for him. After hearing the evidence his Worship discharged the first defendant, and sentenced the second to six weeks' imprisonment and six hours' in the stocks.

Examinations in Practical Sanitary Science and for Inspectors of Nuisances were held at the Hongkong Branch of the Royal Sanitary Institute on the 28th and 30th instant. Mr. Alex. Vernon Parker passed in Sanitary Science, and Messrs. John Hutton, C. W. T. Brett, S. R. Boyd, and George Willis were successful in the examination for Inspectors of Nuisances. The Examiners were:—Hon. Dr. Atkinson, P.C.M.O., Hon. W. Chatham, C.M.G., Dr. Francis Clark, M.O.H., Mr. A. H. Ough, A.M.I.C.E., Mr. R. H. King, A.M.I.C.E., Capt. Shikwin, A.S.C., Mr. E. Balph, F.I.C., M.R., San. Inst. (hon. sec.), and Mr. Alfred Carter, M.R., San. Inst. (moderator).

The bones of an enormous prehistoric quadruped were recently discovered near Skidgate, Queen Charlotte Islands (writes the "Central News"). Vancouver correspondent, and a portion of the skeleton has already been forwarded to Vancouver. An examination of the skull shows that the animal measured 7ft. 6in. across the forehead from eye to eye, while the sockets apparently held eyeballs 18in. to 2ft. in diameter, with pupils the size of the loaves used in large automobile searchlights. Another of the bones is a rib 16ft. long. Dr. G. E. Hayfield, of Vancouver, who has inspected the specimen bones, calculates that, sitting on its haunches, the animal would have covered an area of 1,375 square feet, and could have chewed the tree-tops with the greatest ease.

A Presidential cocktail story, which sent the U.S. into laughter, has had an amusing sequel. President Roosevelt was recently a guest of Vice-President Fairbanks in Indianapolis. According to one of the pungent paragraphs for which America is so famous, the President chafed Mr. Fairbanks for neglecting to start luncheon with the customary cocktails, whereupon the oversight was promptly remedied, and everybody was happy. This story, it seems, owed its appeal not to the Methodist Bishop Barry, who was reported to have related it, and reported Mr. Roosevelt, more in sorrow than in anger. Mr. Secretary Loeb straightway denied that the President gave any hint that cocktails were desirable, and now the good bishop, while admitting that he saw forty cocktails on the table, declares that he never dreamed of "impeaching" President Roosevelt. Finally comes the offending reporter, with an affidavit swearing that he and others heard the prelate fix the responsibility upon White House. There the matter for the moment ends, with the American public mischievously inclined to believe the word of the journalist before that of the bishop.

The Wafwapi has been apprised by the Chinese Chargé d'Affaires at St. Petersburg that the Russian Government has consented to double its first offer of the indemnity to Chinese who suffered through the mutiny of Russian troops at Vladivostok in November, 1905, making the amount half a million roubles. This will probably close the "incident."

A European constable went to execute an opium warrant at house No. 4, Squire Street, on Tuesday night. He found a Malay in charge of the house and an old army revolver, and the latter told the man said he had had for over ten years, and was unaware that it was necessary to take out a licence to retain it. Mr. Hazlard yesterday fined him \$5, and ordered the confiscation of the arm.

The possibilities of the consumption of Lancashire cotton goods in China are undoubtedly great. For some months the Shanghai market has been overstocked, for the United States had imported large stocks, and we had exported enormously. Supplies, however, have run down, so much so that China merchants in Manchester have been active in their operations. Last month they placed big contracts for Shanghai. India, too, has been busier. As to China, the prospects are good. Consumption is increasing in all directions. It may be added that Lancashire manufacturers are adopting their makes of cloth more and more to the needs of the Chinese.

Mr. A. H. Proce, a partner in the well-known firm of Proce and Cardew, Consulting Engineers, is visiting the Far East in connection with, among other business, the electricity undertaking of the Shanghai Municipality, the Admiralty Dockyard at Hongkong, and various Government works in Hongkong, Singapore, the Federated Malay States, Penang and Ceylon. Messrs. Proce and Cardew are not consulting engineers to the Admiralty and other Government Departments, as well as to the Crown agents for the Colonies. They deal with all electrical works, including telegraphs, telephones and wireless telegraphy.

The liner Baltic, which was due at New York from Liverpool, had on board a thousand young women. The prospect was not viewed cheerfully on "the other side." One newspaper, the "Telegraph" states, invited native belles to inaugurate another American revolution in its defence of their future homes and prospective husbands. "The Baltic's fair cargo is all very well," says this particular journal, "but we do not want hundreds of affluents sailing across the ocean to swamp the already overcrowded matrimonial market in New York." Another exclaims, "Girls of America, go down to meet the Baltic and protest against the newcomers as aliens, and appeal to the Dingley tariff law, which was designed to protect infant industries." The suggestion is made that when the girls arrive they should march in Broadway, each with an appropriate transparency displayed on her blouse, such as "I can sew," "I darned father's socks," "I can cook," or "I sew is my specialty."

The Russian Ministry of Finance reports that it is quite unable to supply the Ministry of Marine with the enormous sum of £170,000,000 for rebuilding Russia's Navy, and therefore the latter Ministry has drawn up a Budget on an extremely modest scale. The Ministry of Finance has agreed to furnish the sum of £13,281,250, to be spread over a period of four years. During that period four battleships, each of 21,000 tons, are to be turned out with bigger and better guns, and fitted with turbines instead of the usual ship's engines. The building of these four battleships will amount to £2,295,000. With some of the rest of the money there will be built some torpedo-boats of 600 tons; these boats will be of the same type as torpedo-boats built by public subscription, but their speed will be much greater. Then a submarine flotilla is to be built. Of last year's credit vote there remains £743,750, and this sum will be used in finishing the battleships "Admiral Makarov" and "Andrei Pervovanny" and the armoured cruisers "Bayan" and "Rurik." All the projected work is to be carried out in Russian shipbuilding yards.

ANOTHER SEIZURE OF MORPHINE.

\$2,000 WORTH CONFISCATED.

That the morphine traffic is still going on in the Colony contrary to law was proved by the seizure of three cases by Mr. G. Hoggarth, Chief Excise Officer, in godown No. 18 of the Hongkong and Kowloon Wharf and Godown Co. at Kowloon on the 24th instant. The cases, were marked "glass with care," and had been consigned as apothecaries' ware. On being opened they were found to contain 50 bottles of morphine hydro-chloride, which were of an approximate value of \$2,000. Consignees for the goods could not be found, and at the Police Court yesterday afternoon Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon), acting on behalf of the Opium Farm, applied to Mr. Hazlard for the forfeiture of the goods. Mr. Hoggarth proved that no storage for the three cases had been delivered to the Opium Farm, nor had any such storage permit been countersigned by, or on behalf of, the Opium Farm. Mr. Ralph Packham, cargo superintendent at the Godowns, told the Court that the cases were manifested as apothecaries' ware and should have been placed in godown No. 21 had his firm known that they contained morphine. Mr. Frank Browne, Government Analyst, testified to examining one bottle, which he found to contain morphine hydro-chloride, a salt of morphine.

His Worship ordered the seizure and forfeiture of the morphine, and its delivery to the Opium Farm.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, October 30th.

Gerald Massey, the well known author, and Viscount Gormanston are dead.

[The first named, who was born in 1829, wrote many lyrics, his publications including "The Ballad of Bab' Christabel and other poems." Viscount Gormanston, who was born in 1837, was Governor of Tasmania from 1893.]

EMERGENCY AT VLADIVOSTOCK.

Tokyo, October 30th.

A "Jiji" extra reports a mutiny at Vladivostock. The bluejackets on the torpedo boats bombarded the naval station and other buildings. The troops attacked the torpedo-boats, one of which surrendered. There is great excitement in the city.

[REUTERS SERVICE.]

THE FINANCIAL CRISIS IN AMERICA.

LONDON, October 28th.

New York reports that freight has been gengaed for \$5,500,000 gold for shipment from Europe.

President Roosevelt has written to Mr. Cortelyou, congratulating him and the Financiers on the way they handled the crisis, which threatened the destruction of credit essential to legitimate business.

LATER.

Mr. Cortelyou has returned to Washington. He does not anticipate any further financial trouble.

LORD CROMER.

LONDON, October 28th.

Lord Cromer has been presented with the freedom of the City of London at the Guildhall.

ASIATICS IN BRITISH COLUMBIA.

LONDON, October 28th.

The Vancouver Finance Committee has passed a resolution demanding the exclusion of Asiatics, at least for a time. The Committee is also arranging to memorialise the Dominion Government to procure the abrogation of the treaty with Japan.

DREYFUS DRIVEN TO RESIGN.

BOYCOTTED BY HIS BROTHER OFFICERS. Major Alfred Dreyfus has sent in his papers, and is no longer in the French Army.

His resignation passed almost unnoticed in Paris for by the Minister of War (General Piouret), no special notice of it was sent out to the newspapers.

In the "Journal Officiel" on September 25th however, among a long list of army promotions and changes, figured the promotion of Captain Dussier to the rank of major, and the promotion to Commander of the St. Denis Battery of Artillery of Major Dreyfus.

Major Dreyfus' health has been bad for some time, but the real reason for his retirement is the fact that, in spite of his acquittal by the highest court in France, his brother officers refused to have anything to do with him, and made his life a burden.

At first Major Dreyfus absolutely refused to notice the moral quarantine in which he was placed, but eventually it told upon him. His friends M. Joseph Reinach and General Piouret were both of them certain that it was best for many reasons that the Major should send in his papers, but they have had the greatest difficulty in persuading him to do so.

It is an open secret that he would have continued to refuse had not his wife feared that his health would break down altogether, and joined her persuasion to that of M. Reinach and the Major's other friends.

Major Dreyfus is not at present in Paris.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 1.30 a.m.—Orders issued to hoist No. 2 night signal. At 4.30 a.m. to hoist the Black Ball (indicates a typhoon W. of Colony within 300 miles).

At 11.15 a.m. to hoist the Black Cone point upwards and Ball (indicates a typhoon N.W. of Colony within 300 miles).

At 11.55 a.m.—The barometer is rising over Tongking and in Hongkong, and falling in the Formosa Channel and on the China coast to the Northward.

The typhoon was recurring to the N.E. yesterday, and is now situated to the N.W. of Hongkong, the highest pressure appears to lie over Western China. Except at the Southern stations, it is in moderate to considerable defect of the normal generally.

Strong variable winds and unsettled weather may be expected in the Formosa Channel, and fresh and strong S.W. to N.W. winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day: 2.55 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*)
Formosa Channel { Variable winds, strong.
South coast of China between { Same as No. 1.
Hongkong and Lamooks. }
South coast of China between { N.W. winds,
Hongkong and Hainan. } fresh.
(*) S.W. to N.W. winds strong to fresh; the weather is expected to improve.

SUPREME COURT.

Wednesday, October 30th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING JUSTICE JUDGE).

ABSENT WITNESSES.

In the action Wong Sam Koo against Tsui Ming trading as the Hing Lee Hop Koo for \$750 and costs there arose an issue of garnishment against Ng Wah, which was set down for hearing, Mr. O. F. Dixon, of Messrs. Hastings and Hastings, represented the plaintiff, and Mr. O. D. Thomson acted for Ng Wah.

Mr. Dixon asked for an adjournment on the ground that he was unable to find his witnesses. He had two witnesses, one being the wife of Tsui Ming, but he understood they had both been "got at" by Ng Wah and he could not therefore get hold of them. He had issued a subpoena for the attendance of Tsui Ming's wife but the Court officials as well had been unable to find her. If the adjournment were granted he was prepared to pay the costs for Mr. Thomson's attendance.

Mr. Thomson—Unless my friend is prepared to prove by evidence that his clients' witnesses have been prevented from attending through my client he has no right to make the adjournment. It is very common allegation for the Chinese to make if they cannot get their witnesses.

Mr. Dixon—I think I can prove it.

Mr. Thomson—The garnishment order is dated October 10, three weeks ago, so that my friend has had plenty of time to get his witnesses.

Mr. Dixon—I had them in my office but on the eve of the trial they have disappeared. I do not make any allegations against my friend, but we say the entire transaction was fraudulent. Tsui Ming became very seriously involved some time ago, when he had a contract for Messrs. Fenwick and Company. It was not completed.

Mr. Dixon—It was arranged that Tsui Ming should run away and that the work be transferred to Ng Wah. Tsui Ming's wife was present when the conversation took place. An assignment was made and the money was handed over, but on leaving Mr. Holmes' office the money was returned.

Mr. Thomson—The consideration for the assignment was \$5000, and \$1100 were handed over.

His Honour—You say the whole thing was fraudulent?

Mr. Dixon—Yes. The matter is the subject of an Original Jurisdiction action.

Mr. Thomson stated that the defence set up by Messrs. Fenwick and Company was the penalties due under the contract, but that had nothing to do with the question of adjournment. His friend had no reason for adjourning the case.

His Honour—Of course you will get your costs.

Mr. Dixon—If I don't have the witnesses by next week I shall have to abandon this issue.

Mr. Thomson—I understand Tsui Ming's wife is in Court.

Mr. Dixon—I don't see her.

Mr. Thomson—Behind the pillar.

His Honour—Is that the lady?

Mr. Dixon—Yes, my Lord. I have another witness who was present at Mr. Holmes' office when this assignment took place. He can state that this money was paid and afterwards returned.

His Honour—It doesn't look as if she were being kept out of the way.

The case was adjourned.

"EMPRESS OF CHINA" SAFE.

AN UNFOUNDED RUMOUR.

We are informed by Mr. Coadlock that the Hongkong office of the C.P.R. that the "Empress of China," which was reported sunk at Vancouver, has left that port on October 29th for Hongkong via the usual ports of call.

PROPOSED CHINESE FETE AT HONGKONG.

ITS AWFUL POSSIBILITIES.

A Chinese reader writes to tell us that at present there is a discussion in the Chinese community of a suggestion made by some well known members to have a Chinese procession planned on an elaborate scale, as a means of "relieving the Colony of its depressed condition in trade and restoring to it its former prosperity." According to one of the local vernacular papers, the *Sheung Po*, the project is under the consideration of the Government, whose sanction to it is being largely looked forward to by those concerned. Our correspondent wishes through us to warn the Government of the serious consequences of the procession being held here. "The influx of people from the Interior to witness the spectacle would be a source of spreading contagious and infectious diseases detrimental to the health of the Colony," he says; "and the law breakers, rogues and vagabonds would not lose sight of the opportunity to select Hongkong as a suitable spot to play their nefarious and felonious games. Unless the police be on the alert and stringent measures be taken, the Colony would be infested with bad characters, whose presence would be the cause of such crimes as burglary, robbery and theft, and a menace to the residents whose lives and properties would be in constant danger. The stall holders in the markets would take advantage of the great demands for food stuffs, owing to the arrival at Hongkong of speculators in great numbers, to raise the cost of the food supplies. Consequently the residents would have to bear loss by the dearth of commodities."

A FALSE TRADE DESCRIPTION.

Wong Sing-cho, master of the Yat Sing Loong pie goods shop, No 6, Mercer Street, and Chi Chuk, the accountant appeared before Mr. C. D. Melbourne, at the Police Court yesterday on summons to answer charges of exposing for sale and having in their possession ten pieces of turkey red cotton to which a false trade description was applied; and with selling one piece.

Mr. F. B. L. Bowley (of Messrs. Deunys and Bowley) prosecuted, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the defendants.

Mr. Grist—I would like to know whether my friend appears as Crown Solicitor or as a private prosecutor. Either he appears for the plaintiff, who is nominally a plaintiff, or else he appears to prosecute as Crown Solicitor. It is a matter of very great importance.

Mr. Bowley—The complaint on the record is Sergeant Watt. The actual complainants are Messrs. Alexander Ross and Co. I appear for them.

Mr. Grist pleaded not guilty on behalf of the defendants.

Mr. Bowley said the charge was brought under section 3 of the Merchandise Marks Ordinance, 1890, subsection 2, which enacted that every person who sold, or exposed, or had in his possession for sale, any goods to which any false trademark, or false description had been applied, unless he proved certain things, to be guilty of an offence against the Ordinance. Under subsection 3, any person found guilty was liable on conviction to a term of imprisonment of not more than four months or a fine.

His Worship—The maximum fine is \$100.

Mr. Bowley—Yes, and forfeiture of the goods. Proceeding, he said a trade description was defined in section 2 of the Ordinance, subsection 1. In this case the description was as to the weight of the goods. The facts were that Sergeant Watt went to the defendant's shop on October 21st and asked for a piece of what was generally known as turkey red cotton cloth largely used for purposes of decoration. Sergeant Watt who understood and spoke Chinese, asked the second defendant for a piece of turkey red. The man produced a piece from a case containing a number of similar pieces, showed it to Sergeant Watt and told him the price would be so much. After a little bargaining the price agreed on was \$1.65. Sergeant Watt paid the money and received a receipt from the accountant in which the cloth was described as "one piece 3lbs. scarlet plain cloth." The "3lbs" was in English characters. The Sergeant weighed the cloth, and would tell his Worship that it weighed only 2lbs. After leaving the shop Sergeant Watt returned and said he did not think the cloth 3lbs. The master said—"It does not matter that the way we got it from Japan," and showed him what purported to be the invoice for the cloth. Mr. Bowley submitted that on these facts he was entitled to a conviction, as it was obvious that when a person sold a piece of cloth marked 3lbs. and it only weighed 2lbs. that the ticket was a false description.

After Sergeant Watt had given his evidence as to the purchase, he admitted in cross-examination that the master of the shop was willing to take the cloth back if he was not satisfied with it.

Mr. A. Conland, manager of Messrs. Alexander Ross and Co., stated that his firm imported many qualities of turkey red, which was usually distinguished by the weight of each piece.

Cross-examined—Do you know Chow Kwong or the Tai Ling, customers of yours?—No. Now, would you be surprised to hear that the piece before the Court was sold at a weight of 2lbs the other day?—Not by us.

It was sold on the 26th of this month at a weight of 2lbs; is that surprising?—I am not surprised at anything a Chinaman sells. The actual weight is 1lb. 9oz.; you couldn't tell us the weight it came to us?—No. You could not say what you sold it as?—No. Have you ever weighed any of this stuff of an inferior quality?—Yes.

And have you not found that the bundles are a little light?—I weighed several bundles lately and they were all above weight but one, which was an ounce under.

These pieces might lose as much as a quarter of a pound by being kept?—I wouldn't expect them to vary more.

Mr. Grist asked his Worship to dismiss the case on the evidence of the Sergeant. There was no suggestion of the defendant hiding away the goods or anything of the kind. He answered all the questions of the Sergeant, gave him all the information he wanted, and showed him what purported to be the invoice for the cloth. These people had acted quite innocently in the matter. The complainant did not weigh the cloth, but sold it at invoice weight. Did his Worship mean to say that a man could possibly be held guilty of a criminal offence for that? It must first be shown that somebody was deceived or there was intention to deceive some person. The master did not intentionally attempt to deceive the public. With regard to the accountant, he was not responsible in any way. He was in the service of the other man, and his Worship could dismiss him at once. The prosecution had to prove that some fraud had been committed; it could not be committed simply by mistake; it must be intentional.

Mr. Bowley said his friend was trying to import the doctrine of *mens rea* and guilty knowledge into the case; whereas it had nothing to do with the case. Did the man prove in the evidence that he took all reasonable precautions? After the offence was committed he tried to hedge.

Mr. Grist—That is absolutely an unfair statement. My friend has no right to comment on evidence not before the Court. The Sergeant says the man acted in a perfectly honest way.

Mr. Bowley—The sergeant went back to the shop and said he did not think the weight was correct. Of course this put the men on their guard.

Mr. Grist—That is an unfair statement again.

Mr. Bowley—I submit that the charges have been proved.

Wong Sing-cho said the other defendant was his foki, and acted under his instructions. When the Sergeant questioned him about the weight of the cloth, witness said Japanese goods are so, if you do not want to buy them you need not. The goods were invoiced from Japan as 3lbs. He did not weigh them in the ordinary course of business, and the label was put on by the manufacturer.

Cross-examined—Witness imported 480 pieces of the turkey red and sold all but ten. They all had the 3lbs. label on them.

You know perfectly well when you sold them that the label did not weigh 3lbs?

Mr. Grist—My friend knows he cannot ask that question.

Mr. Bowley—I will not press it, but in a recent case at the Supreme Court the Attorney-General asked a man whether he had committed a murder.

After Mr. Grist had again addressed the Court, His Worship fined the first defendant \$50, or two months' imprisonment on the first charge, and cautioned him on the second. The second defendant he discharged, and made an order for the forfeiture of the ten pieces of goods which the defendant had in his possession.

AMERICAN ADVENTURER IN WESTERN CHINA.

The N. C. Daily News of Oct. 26th says—

An American named Deminil is due here today from Chungking and probably will appear before the U. S. Court for China on Monday morning on a charge of manslaughter. Deminil went up the rapids in a Chinese boat nearly a year ago and caused some trouble at Ichang by not reporting his destination nor obtaining a passport. He was delayed there, accordingly, and in consequence of a report forwarded to Chungking the American Consul at that Port was on the look-out to prevent him from going further West, as Chungking is the last Western Treaty Port, and the presence of foreigners other than missionaries at Chungking is almost invariably the cause of consular disapproval and trouble with the Viceroy. For the native authorities are in constant dread that the location of several consular representatives will be followed by an influx of merchants into the capital of Szechuan. There is not, however, any American Consul-General at Chungking and Mr. Mason Mitchell of Chungking has to exercise supervision over the whole province.

Deminil went past Chungking without being seen and, it appears, called at Chungking before proceeding on to Yunnan Province. Yunnan being like a disturbed hive of bees the solitary foreigner wandered through the country forcing the native officials to provide him with pack animals. First he said he was a teacher and later on the natives understood that he was a missionary on his way to open up a mission at "schienli." The natives were easily given to misconception; for foreigners are not in the habit of exploring those hostile regions as a whim. A report was sent back to Chungking on June 4, asking the American Consul to cancel the Chinese passport. Messages were sent to Deminil, but if they reached him, they were disregarded and he journeyed on towards the Tibetan border. In order to go still further a train of yaks was obtained and a dispute arose with a party of soldiers over some of the draught animals. During the disturbance, which occurred at Antuans, which is about six days' journey from Batung, a Chinese was shot dead, it is alleged, by Deminil. The Native authorities then deemed it essential to take active measures. Deminil was arrested and the party started on the long journey back to Chungking. Shortly afterwards a report was received here that the prisoner had jumped overboard from the Chinese guboot on which he was travelling, and that he was drowned. That, however, was not the case, for the small military mandarin in charge of the prisoner had swum ashore, re-arrested him and ultimately arrived with his prisoner at Chungking without any further mishap. The Viceroy communicated with the American Consul and gave his personal word that the charge preferred by the Yunnan authorities was correct.

Mr. Mitchell, however, explained that some of the charges of the occurrence were an absolute necessity. Further duty supervised and the prisoner was confined temporarily at H. B. M. Consular Gaol until two native witnesses were procured from Yunnan. A preliminary hearing was then held at the American Consulate and the prisoner was remanded to stand his trial at the U. S. Court of China. It is reported that the prisoner pleaded not guilty and urged that he fired at another man, not the one who was killed, and that the action was taken in self-defence.

As the American Consulate at Chungking, in addition to having no look-up has no marshal either, the transfer of the prisoner presented difficulties. Eventually Mr. J. B. Pillow, a British subject and a former resident of Shanghai, agreed to act as a U. S. Court Marshal pro tem, and he is now on board a Kishin Kisen Kaisha's steamer, after making the journey down the rapids safely, and will arrive here to-day, with the two witnesses and the prisoner.

MAN'S CHARTER.

A terrible discovery has been made by a learned doctor on the Continent, which will considerably flatter the vegetarian devotees. This scientific person has been subjected to careful study the results of diet confined to vegetables and fruit, and he announces that those who become vegetarians or fruitarians acquire, both physically and morally, the characteristics of the larger apes. This is a very fearful thought, especially for the followers of Mr. Eustace Miles, but incidentally it sheds an interesting light upon the Darwinian theory. The puzzle to the ordinary man has always been, and when the ape began to turn from his ape-likeness in order to become a man; in short, who or what was the missing link. It is obvious that if man by eating fruit falls back to the ape, the ape must have commenced his upward path by eating meat. Not raw meat, for carnivorous animals do that and yet never become man, but cooked meat. The missing link was evidently the monkey who ate fruit and cooked meat. We shall have to write our opinions on the Satchio dog and the chef to acknowledge that our debt to the chef is even greater than we imagined. For if we go back to the root of things it is evident that the charter of our manhood is the Cookery Book.—Globe.

FUNNELS AND FLAGS.

A Consular report, issued from Washington, states that in 1904 2,678 British vessels, with a tonnage of 8,833,259, and 542 German vessels, with a tonnage of 1,969,561, passed through the Suez Canal. In 1905 2,383 British, with a tonnage of 8,249,931, and 638 German vessels, with a tonnage of 2,157,557, passed through the canal. On this basis British shipping has decreased by 246 vessels and 533,998 tons, while Germany has increased her shipping by forty-six vessels and 185,991 tons, within the two years, or British ships and tonnage have decreased 13 and 6 per cent. respectively, while Germany has increased 8 and 9 per cent. respectively during that period. In less than ten years, if Germany maintains her ratio of increase, she will be sending through the canal as many ships as Great Britain, and in nineteen years the German tonnage passing through the canal will equal that of Great Britain.

The fifth steamer, the Asturias of the A class of the Royal Mail Steam Packet Company was successfully launched from Messrs. Harland and Wolff's yard at Belfast, last month. The Asturias is 535ft. in length, and has a gross register of about 12,500 tons. She is intended to make her first voyage in the Australian mail service, sailing on January 24 next. The new steamer City of Paris, launched on August 10 by Messrs. Barclay, Currie and Co., Glasgow, ran her trials on the Clyde. The vessel, which has been built for the Eastern passenger trade of the Elder Smith & Co. Ltd., has a length of 3,000 ft., designed to give a speed of 15 knots. She will carry 250 first-class and 70 second-class passengers and also a large number of third-class passengers. The trials proved satisfactory, a speed of over 16 knots being obtained on the measured mile.

The Atlantic cable rate cutting war reached a new stage when the directors of the Cunard Company decided on drastic reductions of their fares in order to meet the competition of their rivals. The new schedule of cabin fares will be as follows:

1st Cabin	£14 10 0
2nd Cabin	10 10 0
3rd Cabin	6 10 0
4th Cabin	4 10 0

Compared with the ordinary winter rates these fares show reductions of 25 per cent. for the Lusitania, 26 10s. for the Campania, and 28 10s. for the Carmania and Caronia. The new rates are more drastic than those made by the White Star Line for their first-class steamers, on which the largest reductions were 24 10s. The Canadian Pacific and Allen Lines have joined in the rate-cutting war, their rates having been reduced to £11 and £9 for first-class and £9 and £7 for second-class passengers.

Early in October tenders for the new Commonwealth mail service have to be sent in, and the presumption is that when the contract is finally placed it will involve a certain amount of ship construction in this country. In the meantime, the tendency is all in favour of bigger boats in the Australian trade. It is announced that Messrs. William Laid and Son, of the Blue Anchor line, have placed an order for two twin-screw passenger and cargo steamers of large tonnage for the Australian service by way of the Cape. Mr. William Lund, like many other successful steamship owners, was first possessed of a fleet of sailing ships. Then, turning to steam, he started the Blue Anchor line of steamships with the Deolomoy, of 1818 tons, which offered the first regular direct steam cargo service between England and Australia. The size of the boats employed gradually increased to about 5,000 tons. Then came the twin-screw steamer Commonwealth, of 6,611 tons, followed by the Geelong, of 7,934 tons. The Blue Anchor line carries the mails between the Cape and Australia.

Another line running to Australia by way of South Africa has come in for some congratulatory lately. This is the Aberdeen line—now closely identified with the White Star—whose steamship Miltiades has just completed a very successful emergency run to Australia and back with the mails, by way of the Suez Canal. At short notice she was requisitioned to take the place of the Orient mail boats. On the outward voyage she fulfilled the requirements of a mail contract with exactness, and on the homeward run reached Suez a whole day in advance of the timetable. She proved herself in fact well able to sustain the part which she had been unexpectedly called upon to play. The Miltiades, which was built in 1903, is a twin-screw steamer of 6,795 tons. She has really only fulfilled the promise of her youth, for on her maiden voyage she ran from Plymouth to Melbourne in thirty-four days.

It is sometimes forgotten that the Aberdeen Line to Australia is one of the oldest shipping enterprises in the country. It was founded at Aberdeen in 1866, and gained a great reputation owing to the excellent performance of its clipper ships. Some of these have again so far as their names are concerned, in the present fleet of steamers. The Miltiades herself recalls a famous clipper engaged in the Australian trade. The steamship Aberdeen, built for Messrs. George Thompson and Co. in 1871, was, it is claimed, the first ocean steamer to demonstrate decisively the merits of triple expansion engines.

Public opinion in the Commonwealth does not appear to be fully ready to the recent increase of 10 per cent. in the saloon passage rates of the line running between Europe and Australia. It is recognised frankly enough that the steamship companies are incurring increased working expenses, especially in the matter of coal, and that recent British shipping legislation also presses heavily. On the other hand, there is a shrewd suspicion that Commonwealth legislation is also a contributing cause, and a fear is expressed that the new Australian tariff will tend to check imports, and thus lead to a rise in freight rates also. One of the Sydney newspapers suggests that the increased passenger fares will possibly cost the public travelling to and from the Commonwealth £200,000 a year, and adds: "A 10 per cent. increase in the cost of travelling between the Mother Country and her Australian Colonies has, roughly, the effect of putting them socially and commercially 10 per cent. further apart."

A London newspaper says: It is not only in the journey to New York that we are gradually annihilating space. If a proposal of the directors of the Canadian Pacific Railway and Steamship Company is adopted at the annual meeting on 2 October, the journey to Japan will be reduced to a mere 192 days, as compared with the 223 days at present taken by the company. This would be only some two and a half days longer than the journey by the Trans-Siberian Railway, and, of course, considerably shorter than the time taken by the P. & O. boats. The prospect of this shortening of time has arisen in connection with the

company's contract for the carriage of mails to the Far East, which expires next April. It is probable, the directors think, that a faster and more frequent service will be made a condition of its continuation. They are, therefore, proposing to transfer the Empress of Britain and Empress of Ireland to the Pacific, and to build two larger and faster boats to take their place on the Atlantic. It is this arrangement which would lead to the shortening of the journey to Japan. The Empress of Britain and Empress of Ireland already hold the record for the passage between Liverpool and Quebec, with their journey of a little over six days. The new and faster boats which are to replace them would therefore create yet a new Atlantic speed record.

An unprecedented incident in shipbuilding was promised last month. Early in October Messrs. Harland and Wolff, of Belfast, were to launch a new bow portion for the White Star liner Suevic, which ran ashore near the Lizard. A good two-thirds of the vessel was salvaged and taken to Southampton for repair. Now the new bow, which has been built for her to be towed from Belfast to Southampton, and the ship to be rendered once more complete. It is believed that this will be the first time that a piece of a ship's hull has been launched, and certainly it will be the first time that it has been subjected to a long towage. The new fragment, if the expression may be employed, is described as almost as tall as it is long, and it will be launched stem on, for obvious reasons. For the purposes of the voyage that part of the new bow which will be immediately joined to the Suevic is encased with a wall of steel plates. In other ways elaborate precautions have been taken to secure the safety of the bow while in transit. Powerful tugs were to be employed to tow it round to Southampton, the time of the voyage being chosen with due regard to the prevailing weather.

A second attempt to float the Holt steamer Patricus at Portland was unsuccessful. The steamer, although there are seven of them, are not able to control the bar, and four more punts have been despatched. This salvage operation has so far been much favoured by weather; a westerly gale would be disastrous in the Patricus's position on the west of Portland Island.

The new Cunard liner Mauretania, sister ship of the Lusitania, concluded her four days' sea trials on Saturday and returned to Messrs. Swan, Hunter, and Wigham-Richardson's shipyard at Wallsend. Her average speed was twenty-six and three-quarter knots an hour during the trials, and she frequently accomplished as much as twenty-seven and three-quarter knots. The best performance of the Lusitania during her trial runs was a fraction under twenty-six and a half knots an hour. The contract speed of the Mauretania is only twenty-five knots. Thousands of persons watched the return of the vessel, and the dexterous work of turning her in the narrow Tyne, a task that was made extraordinarily difficult on account of the number of small craft in the river. No official statement about the Mauretania's trials has been made public, but there is little doubt that they were highly satisfactory, and that her run, principally at three-quarter speed, exceeded expectations. The trials she made were chiefly in the direction of testing her machinery. She will have to be placed in dry dock for some time before she can go to sea regularly. The docking will take place at Liverpool as soon as the vessel is absolutely finished.

The Navigation Bill, consisting of 670 clauses, has been introduced into the Commonwealth Senate. It is one of the lines of the last bill, but includes amendments suggested by the recent Navigation Conference in London. Its administration is placed in the hands of the Minister of Customs. Heavy penalties are imposed on any owner supplying bad or deficient provisions to the ship, and he is liable for the expenses of her distressed seamen. A ship will be deemed to be engaged in coastal trade if she takes passengers or cargo from one Australian port to another. Until the railway is built from Western Australia to Adelaide, British mail steamships are exempt from the foregoing conditions. No foreign ship is allowed to engage in coastal trade without a three years' license under penalty of £5,000. The license will provide that seamen on board these vessels are paid Australian wages and shall be subject to other Australian conditions including a stipulation that no bonus or subsidy is to be paid other than by the Commonwealth or a State. The increased wages earned on the Australian coast will be payable before the vessel leaves Australia. The matter, the owner and the agents will be held jointly responsible for the payment. Ships registered under foreign flags will be exempted if the Governor-General is satisfied that under the laws of the country where they are registered British ships may freely engage in coastal trade.

THE CHINESE MINISTER TO AMERICA.

A New York correspondent wrote on September 24th—

The news that Wu Ting Fang is again to come to America as Minister for China, received to-day in Peking, will be welcomed not only in Washington, but all over the country, and especially in New York, where Wu had become one of the most popular after-dinner speakers the city has ever known. "Come back, Mr. Wu, all is forgiven," was the cry, and it was known that Wu was actually appointed, and this sentiment is echoed by every one who knew this most delightful and most unconventional diplomatist.

The Herald's remark "all is forgiven," refers to a report that Wu took a leading part in organizing the recent Chinese boycott of Americans and American goods, which report seems to have had a good deal of foundation. But whatever may be said against them, Americans are a fair-minded people, and realizing, as they do, that they have not treated China, or to be precise, the Chinese, very well, they rather admire Wu for being astute enough to see that the only weapon China was able to use against the United States was one which would hurt American commerce. Wu never made any secret of his opinion that his people were being treated unjustly by Americans, and it will be many years before Washington forgets the sensation which was caused by a Congressional committee-room and calmly lecturing the committee on the question of Chinese exclusion. Had any other diplomatist committed this dreadful breach of etiquette his recall would immediately have been demanded by the United States. Wu, however, was spared, and it is only Mr. Wu, said Washington, and he is a man of great character, and without a rival, the delicate irony with which, from the point of view of an Oriental, he spoke of Occidental institutions never being offensive and always piquant and suggestive.

"CLUB" SCOTCH WHISKY, OUR SPECIAL BLEND OF FINEST OLD SCOTCH WHISKIES.

PUREST, LIGHTEST AND THOROUGHLY MATURED IN WOOD.

From the two perfect elements of maturity and purity, comes the superb quality and rich flavour of

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TRY IT WITH "TANSAN" or SODA.

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H. PRICE & CO. LTD.

WINE & SPIRIT MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

GERMAN UNITY.

STIRRING SPEECH BY THE KAISER.

A sufficient interval for checking the text having elapsed, the semi-official Wolff Bureau circulated the speech delivered by the Emperor on the occasion of the unveiling of the Memorial at Memel to commemorate the residence in that town of the Prussian King Friedrich Wilhelm III. during Napoleon's occupation of his country, a hundred years ago, and the measures adopted there preliminary to the War of Liberation. The occasion bears a strongly religious colouring. It was delivered in reply to an address by the chief burgomaster, and its full text is as follows:

"I am very grateful to you for the invitation which you sent me, and wish to express to you my fullest appreciation of the beautiful, worthy, and touching festival with which you have honoured the memory of my illustrious great-grandparents. I thank the citizens for their warm and splendid reception, and for the coronation of the town. The year 1807 teaches that the movement of the people found its basis in the people. When the heavy blows of fate were struck, it did not, as has happened in other cases in the history of peoples, rise up in ingratitude against its ruling house, but, following the example of the exalted Royal pair, it humbled itself, and recognised in its humiliation that the punishing hand of God had imposed probation upon it. This recognition led to self-communion, and the self-communion led as a consequence that it brought itself to the word of God, in a word, that it returned to religion. Our forefathers listened to the word of God, they obeyed Him and trusted Him, and He did not leave them in the lurch. This is, in brief, the lesson which we have to learn from the year 1807: The firm trust in God which the Royal House and its people had in common. The recognition of the Divine will in time of trial rises up again."

"And now, I think, how does the year 1907 stand in this light? To Louis's glorious son, the great Emperor, it was granted by Divine grace to bring to completion the work of which our forefathers had, in glorious combat, laid the foundations in time of trial. As they had joyfully grasped the sword to reconquer the freedom of their sacred mother earth, so he was able to respond to the wish of his time, and unite our great German Fatherland, Memel is no longer the frontier town of Prussia, but of the German Empire. The foundation stone, which was hammered together in time of trial, was by God's grace also the foundation stone of the German Empire. If then, the year 1907 and its time have become precious in comparison with the year 1807, we can still say with assurance that we too live in a great epoch. The vigorous, surprising, and almost incomprehensibly rapid progress of our new united Fatherland in every field of activity, the astonishing development of our trade and traffic, the magnificent discoveries in the sphere of science and technique, are a consequence of the reunion of the German races to the common Fatherland."

"Shall we, then, in pride, not to say in arrogance, at the boundless potentialities of our people, come to forget the original source of our strength? In my opinion, no. The more we are in a position to acquire a leading place in the world in all spheres, the more should our people in all its classes and occupations reflect at home, too, the dispensation of Divine Providence to be seen. If our Lord God had not set great problems before our people, he would not have endowed it with abilities so splendid. We will, therefore, in view of this development of our people, raise our eyes to heaven in gratitude for the grace it has shown us by granting us the signs of its solicitude. From all this we will learn that to-day, too, in the flower of our prosperity, we must hold fast by the old sources. It is true today as a hundred years ago. We must first raise our eyes above, in the understanding that everything that flourishes with us, everything that succeeds, is brought about by a dispensation from above."

"And so, we will, in recognition of the Divine dispensation, resolutely work while the days last. Then each can go to his employment, the scholar to his books, the smith to his anvil, the peasant to his plough, the soldier to his sword—and so conduct and carry on their vocation as befits a brave Christian and a German. Then we shall be men of action, a determined people, with glances directed above, striving forwards, with the consciousness that a great duty and problem has been assigned to us."

"May this town, to which, by the dispensation of Heaven, it has been granted to experience things of so great moment, and which, as I can gladly affirm, with warm devotion and warm patriotism, keeps holy the memory of those days, continue to flourish and prosper; may it do what lies in its power to the end, that its citizens and children shall live and be educated in these principles. It will then be well with the future of Memel, to which, from my whole heart, I wish God's blessing."

LATEST STEAMER MOVEMENTS.

The E. & A. str. Eastern from Sydney, &c., left Manila yesterday morning for this port. The Ben Line str. Benlidi from Middlesboro and London, left Singapore on 29th inst. for this port.

The Indo-China str. Namang from Calcutta and the Straits left Singapore for this port on 29th inst., and will be due here on or about the 4th prox. a.m.

The C.P.R. str. Empress of China left Vancouver p.m. on Tuesday the 29th inst. for Hongkong via the usual ports of call.

The C.P.R. str. Empress of India arrived Kobe at 5.30 p.m. on Tuesday the 29th inst., and left again at 7 p.m. same day for Yokohama, where she was due to arrive at 4 p.m. yesterday. The Boston str. Fremont sailed from Victoria B.C. for usual Japan and China Ports on the 29th ultimo.

ECZEMA RESULTS FROM RINGWORM

Child Suffered Three Years From Running Eczema of Head—Doctors' and Chemists' Prescriptions Fail—Head Now Clean and Free From Sores—In Three Weeks

CUTICURA EFFECTED A MARVELOUS CURE

"It is with much pleasure that I write to inform you of the successful result of the use of Cuticura Soap and Cuticura Ointment, which I used for a running eczema on my child's head, being the result of ringworms. I have had letters from the doctors, also from different chemists, but they did not have any effect on it. But after constantly washing the child's head with Cuticura Soap, for about three weeks and using about half a box of Cuticura Ointment, I am pleased to say that my child's head is now perfectly clean and free from any sores, which I must say seems a marvelous cure after three years' suffering. I shall be pleased to recommend the Cuticura Remedies to any one. Mrs. Grant, 22, Bronson Road, Raynes Park, Surrey, March 10, 1906."

MILLIONS Of Women Use Cuticura Soap and Ointment

For preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and stopping the falling hair, for softening, whitening, and soothing rough, itching, and sore hands, for annoying irritations, and ulcerative weaknesses, and for many sensitive, antiseptic purposes which readily suggest themselves, as well as for all the purposes of the toilet, bath, and nursery.

Complete External and Internal Treatment for Every Form of Itching Skin Disease, including Eczema, Scabies, Ringworm, and all the eruptions of the skin. Cuticura Soap and Ointment are sold everywhere. A single set of Cuticura, sold throughout the world, includes Cuticura Soap, Cuticura Ointment, and a bottle of Cuticura Resolvent, which is a powerful purifier of the blood. Cuticura Resolvent is sold in bottles of 10, 25, and 50 cents.

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RAILWAYS IN CHINA.

L. & C. CORPORATION LOAN.

The Peking Correspondent of the N. C. Daily News writes on October 18—Mr. J. O. P. Blane, representative of the British and Chinese Corporation, is consulting the Wai-wupu in regard to the loan of £1,500,000 from proposed Soochow-Hangchow-Yingko railway, but according to a joint telegram from the Governors of Kiangsu and Chekiang, the Directors of the Chinese Railway Companies at Hangchow and Soochow and the natives are opposing the proposed loan on the following grounds—

1.—As the British concessionaries did not do anything during the ten years after the conclusion of the preliminary agreement in 1897, the concession has now lapsed.

2.—In June, 1903, H. E. Sheng Kung-pao wrote officially to Mr. Blane to the effect that if the concessionaries failed to commence work within six months then the preliminary agreement would be cancelled; but no reply was received from the representative nor was work begun at that time.

3.—The Chinese Railway Companies of Kiangsu and Chekiang have no need to float a loan from the said Corporation as was done for the proposed Tientsin-Chinking trunk line, for they have funds to build the Soochow-Hangchow railway themselves without assistance.

4.—The natives of Kiangsu and Chekiang obtained Imperial permission last year to construct the railway with purely Chinese mercantile funds.

5.—The Chinese Railway Company at Hangchow has now completed the construction of the short railway from the city to Kiangchow (i.e., along the Chieh-tang river), and opened it to traffic as part of the section in Chekiang, while the company at Soochow is laying rails for the Shanghai-Sungking portion and preparations are being made to push them forward as soon as possible.

6.—Although the proposed loan of £1,500,000 is to be guaranteed by the Provincial Governments of Kiangsu and Chekiang, yet, as both capital and interest will be repaid out of the profits of the railway in future, it is the same as placing it on mortgage.

7.—As the construction of railways in China with Chinese money is an important matter, the Peking Government should exert itself to retain full control, otherwise the consequences will be greatly detrimental to both the country and the people.

8.—As the conclusion of the telegram the Directors added that they did not wish to suggest that China should not make use of foreign loans; but such should be negotiated where she was due to arrive at 4 p.m. yesterday. The Boston str. Fremont sailed from Victoria B.C. for usual Japan and China Ports on the 29th ultimo.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.

Advertisements and Subscriptions which are not marked for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Code: A.B.C., 5th Ed. Libor's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling and Six Pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15% for the year ending 28th February, 1907. Coupon No. 9, is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Russo Chinese Bank at Tientsin and Shanghai.

SHEWAN TOMES & CO.,
Agents,
CHINESE ENGINEERING & MINING Co., Ltd.
Hongkong, 31st October, 1907. 1745.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the Brazils, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"CHINA,"
Capt. A. Petris, will be despatched as above on or about THURSDAY, the 21st November. This steamer has capital accommodation for passengers, electric light and carries a doctor and stewards.

For information as to Passage and Freight apply to
SANDER, WISLER & Co.
Agents,
Princes Buildings,
Hongkong, 31st October, 1907. 3



COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that MUSKETRY FIELD FIRING will be carried out as under:—

On the 31st October, 2nd and 8th November, between 8 a.m. and 1 p.m., on the Southern Slope of Beacon Hill in a North-Westerly direction.

On MONDAY, the 4th November, from Customs Pass to Hebe Hill.

On TUESDAY, the 5th November, from bottom of Customs Pass in an Easterly direction.

F. H. MAY,
Colonial Secretary.
Hongkong, 30th October, 1907. 1733

HONGKONG HORTICULTURAL SOCIETY.

CHRYSANTHEMUM SHOW.

THE SHOW will be held in the BOTANIC GARDENS on THURSDAY, the 14th November. Intending Exhibitors are notified that information of the classes in which they intend to exhibit should be sent to the HON. SECRETARY, 6, Beaconsfield Avenue not later than THURSDAY, the 7th November.

L. GIBBS,
Hon. Secretary.
Hongkong, 30th October, 1907. 1739

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER of the HOTEL DES COLONIES COMPANY, LTD.
and Reduced
AND
In the matter of the Companies Ordinance of Hongkong, 1865.

NOTICE IS HEREBY GIVEN that the Order of the Supreme Court of Hongkong dated the 28th day of October, 1907, confirming the Reduction of the Capital of the above named Company from Tseis 225,000 Shanghai Sycee to Tseis 112,500 Shanghai Sycee and the Minute (approved by the Court) showing with respect to the Capital of the Company as altered the several particulars required by the above Ordinance were registered by the Registrar of Companies on the 29th day of October, 1907 AND FURTHER TAKE NOTICE that the said Minute is in the words and figures following:—

Capital of the HOTEL DES COLONIES COMPANY, LIMITED is Tseis 112,500 Shanghai Sycee divided into 9,000 shares of Tseis 12.50 each instead of the original capital of Tseis 225,000 Shanghai Sycee divided into 9,000 shares of Tseis 25 each. At the time of the registration of this Minute the full sum of Tseis 12.50 per share has been and is to be deemed paid up on each of the said 9,000 shares of Tseis 12.50 each.

Dated the 29th day of October, 1907.

JOHNSON, STOKES & MASTER,
No. 8, Des Voeux Road Central,
Hongkong, and
ELLIS & HAYS, No. 4 Yuen-ming-yuen Road, Shanghai,
Solicitors for the Company.

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at 3s. 7d. and 8s. 7d. per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 1699

ENTERTAINMENTS

LAST TWO DAYS.

THEATRE ROYAL, HONGKONG.

FOR A SHORT SEASON ONLY.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes:

TO-NIGHT (THURSDAY), October 31st:
The Sparkling Chinese Comic Opera,
"SEE SEE."

Music by Sydney Jones
Composer of the "Geisha."

LAST NIGHT.

TO-MORROW (FRIDAY), November 1st:
"THE SPRING CHICKEN."

Box Plan Now Open at
Messrs. S. MOUTRIE & CO., LTD.
Hongkong, 3rd October, 1907. 1723

MINISTERING CHILDREN'S LEAGUE.

A BAZAAR and FANCY FETE promoted by the above will be held (by kind permission of the Commandant and Officers Hongkong Volunteer Corps) on the VOLUNTEER PARADE GROUND.

TO-DAY (THURSDAY),
the 31st October from 2.30 to 5 P.M.

4 P.M. PROGRAMME:

I. Dance by Miss VERA DAVID.

II. Goliwogg (Song), by DESMOND CARTER, GEOFFREY SMYTH.

III. Recitation, by Miss VIDA GRIMBLE.

IV. Humpty Dumpty, by The Misses GRIMBLE.

V. Dance, by Miss VERA DAVID.

VI. Recitation, by Miss DORIS GRIMBLE.

VII. Ten Little Nigger Boys, by DESMOND CARTER, GEOFFREY SMYTH.

VIII. Darkies Lead a Happy Life, by The Misses GRIMBLE, HARRY HUGHES, DESMOND and TIGER CARTER, GEOFFREY and JACK SMYTH.

5.30 P.M. MUSICAL TABLEAU VIVANTS.

No. 1. "Twickenham Ferry"—Mrs. LEEVE and The Hon. Mr. F. H. MAY, C.M.G.

No. 2. "Miller and the Maid"—Mrs. WAIT and Mr. DANIEL.

No. 3. "My Lady's Bower"—Mrs. MARCUS SEAR.

No. 4. "Three Little Maids"—The Misses BERRYLEY and Miss LAYTON.

No. 5. "Love's Old Sweet Song"—Mrs. MACKAY.

No. 6. "To-morrow will be Friday"—Mr. LEEVE, Mr. WORCESTER, Mr. DANIEL and Mr. HUTCHISON.

No. 7. "Lazily, Dravily"—Mrs. WAIT, Mrs. MARCUS S. ADE, Mrs. LEEVE, Mrs. MACKAY, Miss LAYTON and the Misses BERRYLEY.

Proceeds to be divided amongst various local charities for children.

If wet the Bazaar will be held in the Volunteer Band Quarters.

No CHITS TAKEN.

Hongkong, 28th October, 1907. 1729

INTIMATIONS



IT IS HEREBY NOTIFIED THAT TEN-

DER'S will be received at the Colonial Secretary's Office until NOON of SATURDAY, the 9th day of November, 1907, for the REPAIR of the Hospital Hulk "HYGIEA."

Specifications can be obtained at the Government Marine Surveyor's Office.

Repairs to be executed to the satisfaction of the Government Marine Surveyor.

The Government does not bind itself to accept the lowest or any tender.

J. M. ATEJNSON,
Principal Civil Medical Officer.

Medical Department,
Hongkong, 28th October, 1907. 1727

XMAS AND NEW YEAR.

CARDS of the Choicest Designs and Descriptions NOW ON SHOW.

10 per cent. Discount for Cash.

H. RUTONJEE & SON,
Wine and Spirit Merchants,
No. 3, D'Aguiar Street,
and 45, Elgin Road, Kowloon.

Hongkong, 28th October, 1907. 1725

SWATOW DRAWN WORK COMPANY.

38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of

DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1444

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 1540

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c.

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A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE EXPORT, Subscription, paid in advance, \$12 per annum

Postage \$2 to any part of the World

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN that on and after this date all Receipts and Contracts or Orders for Goods—purchased in connection with the business of this Hotel must be SIGNED BY HO SHAU CHEUNG (何壽璋) and HO MAN YUK (何文玉) or either of them, otherwise the Proprietors of this Hotel will not be responsible for same.

NOTICE IS HEREBY ALSO GIVEN that the Proprietors of the Hotel will not be responsible for any of the employees unless signed by either of the above Signatories.

CONNAUGHT HOTEL PROPRIETORS.

Hongkong, 24th October, 1907. 1707

NOTICE.

A new Contractor's Shop having been opened under the style of "HOPPING CHONG & CO." in the same street as ourselves we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHEUNG,
Builder & Contractor.

Hongkong, 21st October, 1907. 1689

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experienced in Sale of Beverages.

Apply with references to

T. S.

Care of "Daily Press" Office.

Hongkong, 25th October, 1907. 1709

SITUATION WANTED.

By a Young Gentleman with good experience and references. Situation as SALESMAN, or GENERAL ASSISTANT in a Mercantile Firm. No objection to Coast port, if with inducement.

Apply to

B.C.

Care of "Daily Press" Office.

Hongkong, 18th October, 1907. 1684

TO LET

No. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to

JARDINE, MATHESON & Co., Ltd.

Hongkong, 21st October, 1907. 1693

TO LET.

A 3 ROOM HOUSE, with Tennis Lawn and out-houses. Good view of the harbour. 13, Macdonnell Road. Apply to—

DR. HO KAI, Barrister-at-Law,
Des Voeux Road.

Hongkong, 16th October, 1907. 1684

TO LET.

UPPER Level, TWO ROOMS, in private family. Tennis Court.

For particulars apply to

B. H. L.

Care of "Daily Press" Office.

Hongkong, 29th October, 1907. 1735

TO LET.

GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarters.

Apply to

DAVID SASSOON & Co. LTD.

Hongkong, 9th October, 1907. 1638

TO LET.

THE WHOLE of the SECOND FLOOR of No. 36, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession. Apply to

YEE SANG FAT & CO.,
Same Address.

Hongkong, 7th October, 1907. 1627

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to—

E. D. SASSOON & Co.,
Comptroller Department

Hongkong, 22nd August, 1907. 1682

TO LET.

No. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to

SPANISH PROCURATION.

Hongkong, 13th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to

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Hongkong, 23rd April, 1907. 1800

TO LET.

No. 2 and 5 Observatory Villas, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Possession 1st November, 1907.

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ARRATON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, 5th October, 1907. 1620

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A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st October, 1907. 1682

TO LET

TO LET.

SHOPS and FLATS in Des Voeux Road, Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

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HUMPHREYS ESTATE & FINANCE CO., LD.

Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAFE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Oakbrook MacGregor).

OFFICES in Queen's Road Central.

HEILIGER TERRACE HOUSES, ROBINSON ROAD.

"THE EYRIE" Peak (Furnished) for 3 Months from 1st September 1907. Cheap Rental.

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No. 1, MOUNTAIN VIEW (Peak) Furnished. For 4 or 5 months from 1st December, 1907.

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No. 2, EBBIN STREET (Corner House).

Apply to

LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 25th September, 1907. 1202

TO LET.

LARGE and SPACIOUS GODOWNS EAST formerly in the occupation of the Admiralty.

Apply to

HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1907. 809

TO LET.

IMMEDIATE POSSESSION.

No. 2, HOLLYWOOD ROAD.

Apply to

ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

No. 2, MACDONNELL ROAD.

Apply to

COMPTON'S DEPARTMENT,
Nippon Yuen Kala.

Hongkong, 3rd June, 1895. 197

TO LET.

TIANG YUEN 18A and 18B, Macdonnell Road, two storied Houses with Bathrooms, &c., at moderate rental.

Apply to

WING CHEONG CHAN,
3 Connaught Road West.

Hongkong, 16th October, 1907. 1682

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**NORTH BRITISH AND MORGAN
TITLE INSURANCE COMPANY.**
TOTAL FUNDS at 31st Decemr, 1905
£17,887,118.

I. AUTHORIZED CAPITAL.....£3,000,000
SUBSCRIBED CAPITAL.....2,750,000
PAID-UP CAPITAL.....887,500 0 0
II. FUND FUNDS.....3,886,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th April, 1907. 1481

**THE GLOBUS INSURANCE COMPANY
OF HAMBURG.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1905. 29

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SURANCE CO.**
OF AIX-CHAPPELLE.

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AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
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Agents.
Hongkong, 21st April, 1897. 114

FOR SALE

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaikwan
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Hotel).
The property contains by admeasurement
103,950 square feet. Crown Rent, \$238.00 per
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For further particulars, apply to
GOLDING & BARLOW, Solicitors,
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Hongkong, 12th September 1907. 1494.

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ASIATIC STAMPS. MIXED STAMPS.
100 for \$0.80. 500 for \$3.00
150 " 1.75. 1000 " 10.00
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Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS
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1145 Hongkong Hotel-Corridor.

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 6th February, 1907. 1530.

FIRST-CLASS BOARD & RESIDENCE

AT

"BRASSIDE."

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—**Mrs. F. W. WATTS,**
"Brasside," 20, Macdonnell Road
(late of "Tang Yuen").
Hongkong, 27th June, 1905. 143

HONGKONG

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The only office in China having European
taught workmen Equal to Home
work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
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Good Panoramas Views of Hongkong,
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Typewriting Work Undertaken, Cleaned,
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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CARR PORS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1905. 9

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Mr. Harry Bramley
Miss Brown
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daughter
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Capt. and Mrs. Farmer
and family
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and family
Mr. O. Hermeling
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Miss Huntington
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Mrs. Jackson & child
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Mr. H. H. Newborn
Mr. P. W. Nicholson
Miss Nicholson
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2 children
Mr. and Mrs. H. L.
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Mr. F. Pollock
Miss M. A. Porter
Mr. E. C. Potter
Mr. W. A. Powell
Mr. C. M. Preshaw
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children
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LORD KNOLLYS AND HIS SISTER.
ONEROUS DUTIES OF THEIR MAJESTIES'
SECRETARIES.
It is sometimes said that the day of the private
secretary is over—that rapid communication,
typewriters, telephones, and other modern in-
ventions have rendered him generally unnecessary.
It is certainly true that the supply of
young gentlemen seeking such appointments
largely exceeds the demand for them, and that
the selected candidate no longer finds his place
a sinecure.
In former years any person of influence was
always able to secure for his son an enviable
post which involved little work and for which
moderate intelligence and pleasant manners were
the only necessary qualifications. To-
day, however, with the exception of the
Cabinet Ministers and the Viceroys of India
and Ireland, very few men appoint secretaries
of aristocracy as their secretaries, preferring an
amateur who will not hesitate to set as
handy man with regard to any work which
may present itself and whose dignity will not
be refused if he is not invited to dinner.
The office of private secretary to the King
is one which, while involving a large
amount of hard work, is fraught with a con-
tinuity and a dignity wholly its own. As
regards the present tenant of this uniquely
responsible position, it is no flattery to say that
no person in Great Britain, however gifted
and however well trained, could hope to under-
take his task with a tithe of the success which
now attaches to it.
For nearly forty years, with rare, brief
and seldom complete holidays, Lord Knollys has
discharged the most delicate and difficult func-
tions without on a incurring the shade of a
shadow of reproach for anything he has said or
done for the way in which he has said or
done it. This enviable record is the more
remarkable inasmuch as in 1870 the then Mr.
Francis Knollys was selected for his post, less
from any experience he was able to adduce
than because he was the son of Sir William
Knollys, a highly distinguished general officer
and Comptroller to the Prince of Wales.
The fact is that Lord Knollys combines in
his own personality every attribute which should
attach both to an important official and to a
cultured English gentleman. It is curious to
note how often an Englishman whose character
and demeanour are wholly admirable in private
life seems to lack all sympathetic qualities when
called upon to exercise public influence and
even to assume some of the forbidding charac-
teristics of a so-called "Jack-in-Office." On the
other hand, there are to be found thoroughly
pampering, loyal, and extremely able officials
who are never able to bring into play their best
qualities when they find themselves at home or
within ordinary social circumstances.
Lord Knollys' accessibility (the sure mark of
a high-class official and a high-bred gentleman),
his geniality, his desire to help wherever help is
possible and to make any refusal as easy to be
accepted as possible, his quick perception and
power of quiet decision, combined with an al-
most infinite capacity for work, have rendered
him not only an absolutely invaluable servant to
his august master, but also a tried official in
whom implicit public confidence rests. It is
probable that during the last forty years no
social or political matter of any sort of impor-
tance has been outside the knowledge of Lord
Knollys, while no day elapses without his advice
being sought and his goodwill invoked on
every sort of subject.
It is no small praise under such conditions to
be able to say that on no occasion whatever has
Lord Knollys' discretion been in the slightest
measure impugned, or even the soundness of his
counsel at all called in question. He never for
one moment conveys to any one the idea that
locked in his mind are secrets the slightest
inkling of which might wreck incalculable
mischiefs. On the contrary, his frankness,
sympathy, and winning manner would lead the

BUSINESSLIKE ADMIRALTY.

HOW THE PUBLIC MONEY IS WASTED.

The Admiralty more, perhaps, than any other
Government department, has the reputation of
being a business concern. Whatever may be
thought of the wisdom or otherwise of the course
of action they pursue in technical matters, every
one credits "My Lords" with knowing the full
value of a shilling.

For years the War Office has been the butt
of humorists and cynical critics, and every
incident that would help to prove its business
ineptness has been eagerly seized on and
immortalized. The Admiralty has been
curiously free from these pin-prick attacks,
and from that freedom has sprung the prevalent
idea. That it needs considerable modification
the following facts will show:—

A short time ago it was decided to rig up a
mast in a Naval Reserve training hulk at
Newcastle, and the Admiralty called for
tenders. A contractor in Newcastle tendered
to supply and step the mast. After scrutinis-
ing the various estimates, the Admiralty
decided to build the mast in a Shroton
Dockyard, from which place a Government tug
charged at £10 for six hours if hired out
towed it to the Tyne.

On arrival there, however, it was found that
the mast must be stepped; and as men could not
be spared for the work from Shroton, tenders
were again called for.

This was where the business instinct of the
Admiralty came in. A Newcastle contractor
now tendered to step the dockyard-built mast
for more than the original price tendered for
the whole job; and he was awarded the contract.

Most of us heard the story of the lantern that,
about three years ago, was found to be missing
from the stores of one of the Government yards.
There was much discussion as to where the
vanished article might be, who was responsible,
and so on; and when, after the incident was
closed, an official at Whitehall with an inquiring
turn of mind weighed up the correspondence, he
found that it would have brought more if sold as
waste paper than the value of the lost lantern.

A somewhat similar incident occurred last
autumn. At the end of October the destroyer
Rother lost a small anchor off Felixstowe, and
duly reported the loss at Chatham. The Rother
was ordered to return to Felixstowe with another
destroyer and recover the anchor, and for a
whole week these two craft scoured the bottom
of the North Sea. The anchor, which was
worth about £5, was never recovered, but the
money wasted in coal alone amounted to more
than twelve times its value, to say nothing
of dockyard labour, wear and tear of boats and
machinery, and the wages of a hundred men
for a week.

Less deliberate was the waste committed
when a marketing party went up from
Chatham recently to bring round a new cruiser
that had just completed her trials. The
Chatham men found on their arrival that the
ship was already in the possession of another
party that had arrived the previous day from
another naval depot.

This is something like the manner in which
the new moorings were laid at Dover. They
were placed so close together that if two ships
were moored at consecutive buoys they would
crash into each other as they swung with the
tide.

LORD KNOLLYS AND HIS SISTER.

ONEROUS DUTIES OF THEIR MAJESTIES' SECRETARIES.

It is sometimes said that the day of the private
secretary is over—that rapid communication,
typewriters, telephones, and other modern in-
ventions have rendered him generally unnecessary.
It is certainly true that the supply of
young gentlemen seeking such appointments
largely exceeds the demand for them, and that
the selected candidate no longer finds his place
a sinecure.

In former years any person of influence was
always able to secure for his son an enviable
post which involved little work and for which
moderate intelligence and pleasant manners were
the only necessary qualifications. To-
day, however, with the exception of the
Cabinet Ministers and the Viceroys of India
and Ireland, very few men appoint secretaries
of aristocracy as their secretaries, preferring an
amateur who will not hesitate to set as
handy man with regard to any work which
may present itself and whose dignity will not
be refused if he is not invited to dinner.

The office of private secretary to the King
is one which, while involving a large
amount of hard work, is fraught with a con-
tinuity and a dignity wholly its own. As
regards the present tenant of this uniquely
responsible position, it is no flattery to say that
no person in Great Britain, however gifted
and however well trained, could hope to under-
take his task with a tithe of the success which
now attaches to it.

For nearly forty years, with rare, brief
and seldom complete holidays, Lord Knollys has
discharged the most delicate and difficult func-
tions without on a incurring the shade of a
shadow of reproach for anything he has said or
done for the way in which he has said or
done it. This enviable record is the more
remarkable inasmuch as in 1870 the then Mr.
Francis Knollys was selected for his post, less
from any experience he was able to adduce
than because he was the son of Sir William
Knollys, a highly distinguished general officer
and Comptroller to the Prince of Wales.

The fact is that Lord Knollys combines in
his own personality every attribute which should
attach both to an important official and to a
cultured English gentleman. It is curious to
note how often an Englishman whose character
and demeanour are wholly admirable in private
life seems to lack all sympathetic qualities when
called upon to exercise public influence and
even to assume some of the forbidding charac-
teristics of a so-called "Jack-in-Office." On the
other hand, there are to be found thoroughly
pampering, loyal, and extremely able officials
who are never able to bring into play their best
qualities when they find themselves at home or
within ordinary social circumstances.

Lord Knollys' accessibility (the sure mark of
a high-class official and a high-bred gentleman),
his geniality, his desire to help wherever help is
possible and to make any refusal as easy to be
accepted as possible, his quick perception and
power of quiet decision, combined with an al-
most infinite capacity for work, have rendered
him not only an absolutely invaluable servant to
his august master, but also a tried official in
whom implicit public confidence rests. It is
probable that during the last forty years no
social or political matter of any sort of impor-
tance has been outside the knowledge of Lord
Knollys, while no day elapses without his advice
being sought and his goodwill invoked on
every sort of subject.

It is no small praise under such conditions to
be able to say that on no occasion whatever has
Lord Knollys' discretion been in the slightest
measure impugned, or even the soundness of his
counsel at all called in question. He never for
one moment conveys to any one the idea that
locked in his mind are secrets the slightest
inkling of which might wreck incalculable
mischiefs. On the contrary, his frankness,
sympathy, and winning manner would lead the

casual observer to suppose that the topic of
conversation or friendly discussion on hand was
the sole object of interest for him.

The biography of a man who for three-
quarters of three-score years and ten has been
in close touch with every movement in Europe
and has personally known almost every dis-
tinguished man in England, who has always enjoyed
first-hand knowledge of every matter of first-
rate importance, will some day prove a most
fascinating story, and will exhibit its subject as
one of the wisest as well as the kindest
celebrities of his day.

Co-existent with Lord Knollys' services to-
wards the King has been the work of his sister,
the Hon. Charlotte Knollys, as Woman of the
Bed-chamber and confidential secretary to
Queen Alexandra.

Although Miss Knollys' work has not been
complicated by the political questions with
which her brother has had to familiarize
himself, it has been no whit less arduous, and,
if possible, even more continuous. With the
exception of a fortnight's compulsory rest,
taken at the Princess Royal's house at
Brighton, it is true that Miss Knollys for some
years has been in daily waiting from 9 a.m.
until midnight. So determined is she, in spite
of advancing years, to maintain her services at
their supreme level that days often pass without
her emerging from the palace, that her
amusements and visits to personal friends are
strictly curtailed, and that, in a word, her
entire life is—and for thirty-five years has been
consecrated to the service of her august
mistress.

It is needless to say that this strenuous life
has won the intense gratitude and complete
confidence of the Queen, who, however, fre-
quently but vainly urges the devoted lady to
spare herself in some degree.

Miss Knollys is, equally with her brother,
endowed with the supremely necessary gift
of perfect tact and with the kindliness which
affords her infinite pleasure to use her influence
on behalf of the many suitors for some mark of
her royal mistress' favour, although there are
occasions when she feels herself bound to sug-
gest some check to that boundless generosity
which the Queen would always like to ex-
ercise.

The records of the English Court will some
day show in a very clear light not only the
faithful services which Lord Knollys and
Miss Knollys have rendered to King Edward
and Queen Alexandra, but also the debt of
gratitude which the British public owes them
for a vast amount of work gladly and judi-
ciously performed for the public good.

£8,000,000 IN DIVIDENDS.

MR. J. D. ROCKEFELLER'S INCOME FROM
ONE TRUST.

The "Express" Correspondent at New York
wrote on Sept. 20—

The attempt of the Federal Government to
secure the dissolution of the Standard Oil
Trust has revealed some amazing facts regard-
ing the finances and methods of this colossal
trust.

One of the most sensational is the revelation
that for years Mr. John D. Rockefeller the
founder and head of the trust, who is undoubtedly
the richest man in the world, has been receiving
dividends exceeding £8,000,000 annually from
the Oil Trust alone.

Considering that he is interested heavily in
other highly productive enterprises it is quite
possible that his total income is £12,000,000, as
Mr. Archbold, another member of the trust, is
alleged to have declared some months ago.

The evidence being divulged before the
Federal Court from day to day reveals what the
public knew through the history of the
Standard Oil Trust, published several years ago,
by Miss Ida M. Tarbell but this is the first
time that the facts have been officially recorded.

A significant feature of the case is the hazy
memories of the trust officials. They can recall
only in a vague way transactions involving
millions of pounds.

Mr. Beaupre, the Attorney-General, re-
cently appointed Mrs. Mary Grace Quackenbos,
a well-known New York woman lawyer to be a
special assistant to the Federal trust investiga-
tors. Her experience is said to qualify her for
painstaking investigation. She is especially
skilful in preliminary work, in discovering and
arranging evidence for trial.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT
No. 255 at NORTH POINT, Suitable
for above Purposes. EXTENSIVE WATER
FRONT. DEEP WATER.

Also FOR SALE.
Portions of MARINE LOTS Nos. 81 & 82
on PRAYA EAST. APPROXIMATE AREA
43,000 SQUARE FT. 898 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 106

ON SALE.

**BOUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, January to June
1907. With Index. Price \$7.50.**
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 26th July 1907.

The first Essential

for the preservation of the Teeth is to
keep them clean by constant attention
at least every morning and evening.

An Antiseptic.

Cleansing with this well known
dentifrice tends still further to secure
the preservation of the teeth and
hygiene of the mouth.

Calvert's Tooth Powder

Cleans the Teeth

so easily, so pleasantly, and so
thoroughly. That is why it is in such
constant demand all over the world.

SOLD BY LOCAL CHEMISTS AND STORES.

Gives Satisfaction

every year to more and more people
who have tested its efficacy and who
value the appearance and condition
of their Teeth.

Made by F. C. Calvert & Co., Manchester, England.

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OLD VAT**

PER CASE.



\$14

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OF GLENROCK AND HAS BEEN SOLD AS SUCH SINCE 1821

SCOTCH WHISKY.

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HONG KONG, CHINA, & MANILLA.

A. S. WATSON & CO., LTD.
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**For Nervous
Exhaustion**



**CHAPOTEAU'S
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The modern restoration
of the nervous system.
For neurasthenia, profession-
al men, teachers, students,
etc., and in debility, terminal
dyspepsia, of nervous
origin and insomnia.
It is readily assimilated and
promotes digestion.

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It's the Quality that tells.

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REGULAR HONGKONG-CANTON LINE OF STEAMERS.

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The speediest, most luxuriously appointed and purest steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. B. Paquet & Co. For further particulars, please apply to—

SHIPPING.

ARRIVALS.

ALCINOUS, British steamer, 4,278 G. W. Parkinson, 30th October—Singapore 25th October, General—Butterfield & Swire.
 AMERICA MARU, Japanese steamer, 3,400, Philip H. Going, 30th October—San Francisco 2nd, and Shanghai 17th Oct., Mails and General—Toyo Kisen Kaisha.
 BRUX, French cruiser, 4,120, Rochas, 30th October—Swatow 29th October.
 CHINGTU, British steamer, 1,458, W. B. Brown, 29th October—Kobe 23rd October, General—Butterfield & Swire.
 DRUPAR, Norwegian steamer, 1,102, J. Bing, 30th Oct.—Bangkok & Swatow 29th Oct., General—Nippon Yusen Kaisha.
 HAICHING, British steamer, 1,267, A. E. Hodgins, 30th October—Canton 29th October, General—Douglas, Leprie & Co.
 HOENSTAUER, German steamer, 4,075, Jaeger, 30th October—Yokohama 14th October, General—Hamburg-Amerika Linie.
 JOSHIN MARU, Japanese steamer, 702, H. S. Smith, 30th Oct.—Tientsin 27th Oct., General—Onaka Shosen Kaisha.
 MATHILDE, German steamer, 831, A. P. Ulderup, 29th Oct.—Haiphong and Hoihow 28th Oct., General—Jensen & Co.
 TASHA MARU, Jap. steamer, 3,802, C. H. Butler, 30th October—Japan via Shanghai 27th October, General—Nippon Yusen Kaisha.
 YECOW, British steamer, 1,307, F. Northcombe, 30th October—Amoy 29th Oct., General—Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office.
 30th October.
 Deli, German steamer, for Bangkok.
 Yochow, British steamer, for Canton.

DEPARTURES.

30th October.
 AMOY, German steamer, for Newchwang.
 DANY, Norwegian steamer, for Newchwang.
 FUKUSHU MARU, Japanese steamer, for Swatow.
 HAININ, British steamer, for Swatow.
 HANGSANG, British steamer, for Canton.
 MERROO, Chinese steamer, for Shanghai.
 THOMAS, Norwegian steamer, for Swatow.
 SHANGHAI, British steamer, for Shanghai.
 TAN, British steamer, for Manila.

SHIPPING REPORTS.

The British steamer, Chingtu reports: Fine weather N. Easterly winds.
 The British steamer, Alcinous reports: Strong S. S. E. and S. W. wind, high confused sea.
 The British steamer, Yochow reports: Fresh East wind and threatening appearance in sky, heavy S. E. sea.
 The British steamer, Haiching reports: Moderate N. E. monsoon till 29th inst. with fine weather, then heavy rain and lightning and variable squalls.

VESSELS IN DOCK.

October 30th.
 ARRIVED DOCKS.—
 Kowloon DOCKS.—Yendo, Kinsan, Neil Melod, Chuan.
 COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Capt. A. E. Hodgins, will be despatched for the above ports TO-MORROW, the 1st November, at 9 A.M.

For Freight or Passage, apply to

DOUGLAS, LAFRAIK & Co., General Managers.
 Hongkong, 29th October, 1907. 1734

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 2nd November at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MULIAN," 9,600 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London, (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on 14th December, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 21st October, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 2nd Nov., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd., Agents.

Hongkong, 29th October, 1907. 1737

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO and IQUIQUE, via JAPAN PORTS (Kure, Kobe and Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers

"KATHARINE PARK" 5,000 End of Nov.

"KASATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.

Hongkong, 12th October, 1907. 10

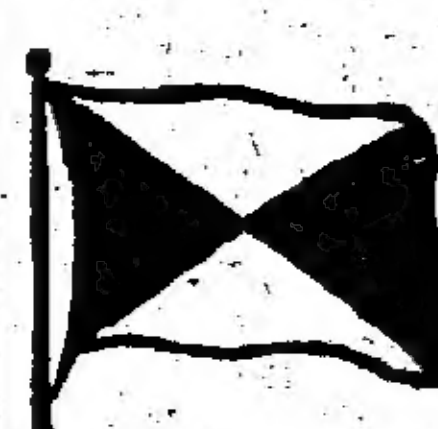
VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "h.w." together with the number denoting the section.

Sections.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 2nd Nov., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 6th November.
MADEIRAS, &c. VIA PORTS OF CALL.	EMERIT SIMONS	Swed. str.	—	Girard	MESSAGERIES MARITIMES	On 12th Nov., at 1 p.m.
MADEIRAS, HAVRE & COPENHAGEN	CANTON	Swed. str.	—	—	MELCHERS & Co.	End of November.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brahmer	HAMBURG-AMERIKA LINIE	On 29th November.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Bahlo	HAMBURG-AMERIKA LINIE	On 11th December.
NAPLES, GENOA, ALGIERES GIBRALTAR &c.	HOON	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 6th Nov., at Noon.
TRIESTE, &c. VIA SINGAPORE &c.	CHINA	Aus. str.	—	A. Petrie	SANDER, WILSON & Co.	About 21st November.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	KIEW	Rus. str.	—	—	MELCHERS & Co.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	OCEAN MONARCH	Aus. str.	—	—	SHEWAN TOMES & Co.	On 2nd November.
NEW YORK VIA PORTS & SUEZ CANAL	SCHUYLKILL	Brit. str.	—	—	STANDARD OIL CO.	About 1st December.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 6th Nov., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 21st Nov., at 4 p.m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Aus. str.	—	E. V. Roberts	DODWELL & Co., Ltd.	On 15th November.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KATHARINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	End of November.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Sendon	MELCHERS & Co.	On 7th Nov., at Noon.
KOBE	TEINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th Nov., at 4 p.m.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Leuz	MELCHERS & Co.	About 15th November.
JAPAN	THIAWONG	Dut. str.	—	Jurriance	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
TIENTSIN	CHONGSHING	Brit. str.	—	T. H. Lishman	JARDINE, MATHESON & Co., Ltd.	On 4th Nov., at 4 p.m.
CHEFOO & TIENTSIN	KUICHOW	Brit. str.	1 m.	A. Hooker	BUTTERFIELD & SWIRE	On 9th Nov., at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOCHU MARU	Jap. str.	—	M. Nemoto	OKAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.
SHANGHAI	WAISHING	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov., at 4 p.m.
SHANGHAI	DEVANHA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	About 1st November.
SHANGHAI	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Ger. str.	k.w.	Bahlo	HAMBURG-AMERIKA LINIE	On 2nd November.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALEMO	Brit. str.	—	E. G. Andrews	MELCHERS & Co.	About 2nd November.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Swed. str.	—	—	MELCHERS & Co.	On 2nd November.
SHANGHAI (DIRECT)	YECOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 4th Nov., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	G. Roth	MELCHERS & Co.	On 5th November.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NANSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 8th Nov., at 3 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	STRIA	Brit. str.	k.w.	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 10th November.
SHANGHAI, KOBE & YOKOHAMA	DORTMUND	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	Middle of November.
SHANGHAI, YOKOHAMA, & KOBE	JOSHIN MARU	Dan. str.	—	H. S. Smith	OKAKA SHOSHEN KAISHA	On 3rd Nov., at 9 a.m.
TAMU VIA SWATOW & AMOY	KACHANG	Brit. str.	1 m.	Kencie	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW, SHANGHAI, CHEFOO & NEWCHANG	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	To-morrow, at 9 a.m.
SWATOW, AMOY & FOCHOW	PAKHUI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th Nov., at 4 p.m.
SWATOW & SHANGHAI	KWANGSE	Brit. str.	1 m.	A. Slott	BUTTERFIELD & SWIRE	On 6th Nov., at 4 p.m.
SWATOW & SHANGHAI	KUICHOW	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 6th Nov., at 4 p.m.
SWATOW & SHANGHAI	SHANGHAI	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 17th Nov., at 4 p.m.
HOIHOW & HAIIPHONG	SINGAO	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 3rd Nov., at Dlight
MANILA	YUENANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 2nd November.
MANILA	TAMING	Brit. str.	1 m.	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 5th Nov., at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 8th Nov., at 4 p.m.
MANILA	SUKKIANG	Brit. str.	1 m.	E. Almond	SHEWAN, TOMES & Co.	On 9th November.
CEBU & ILOILO	KAITOYO	Brit. str.	1 m.	G. H. Penndorfer	BUTTERFIELD & SWIRE	To-day, at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	On 8th Nov., at 4 p.m.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	R. Houghton	JARDINE, MATHESON & Co., Ltd.	On 7th Nov., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	P. Scobell	MELCHERS & Co.	Beginning of November.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	On 2nd Nov., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	E. Fey	DAVID SASSON & Co., Ltd.	On 5th Nov., at 3 p.m.
JAVA PORTS	THIPANAS	Dut. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	On 12th Nov., at 3 p.m.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON AND STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 2nd November.
RUBI	2540	R. W. Almond	Manila	On 9th November.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 21st October, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCHY" ... On 2nd November.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 14th September, 1907.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 2nd November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.
MADEIRAS, HAVRE and COPENHAGEN	"CANTON"	End of November.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	NO. DATE
* MANILA	"YUENANG"	Friday, 1st Nov., 4 p.m.
* SHANGHAI	"HANGSANG"	Friday, 1st Nov., 4 p.m.
* SHANGHAI	"WAISHING"	Saturday, 2nd Nov., 4 p.m.
* TIENTSIN	"CHONGSHING"	Monday, 4th Nov., 4 p.m.
* SANDAKAN	"MAUSANG"	Thursday, 7th Nov., 3 p.m.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"MAUSANG"	Friday, 8th Nov., 4 p.m.
* MANILA	"LOONGSANG"	Friday, 8th Nov., 4 p.m.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 12th Nov., 3 p.m.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang to Singapore 1st Class, Single \$ 85. Return \$120.

Calcutta to Singapore 1st Class, Single \$ 165. Return \$250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bill of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 30th October, 1907.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "BRENANIA," "HAMBURG" and "HOENSTAUER." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. The steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILESIA ... 2nd November

SCANDIA ... 2nd December

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

* HOENSTAUER 26th October

SILESIA ... 11th December

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SILESIA	FOR SHANGHAI, KOBE & YOKOHAMA	2nd Nov.
DORTMUND	FOR SHANGHAI, KOBE & YOKOHAMA	20th Nov.
SCANDIA	FOR SHANGHAI, KOBE & YOKOHAMA	2nd Dec.
C. FERD. LAEISZ	FOR SHANGHAI, KOBE & YOKOHAMA	14th Dec.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIAN PERSIAN SERVICE" to Arabia and Persian Gulf Ports.

SITHONIA	HAVRE & HAMBURG	29th Nov.
* SILESIA	HAVRE & HAMBURG	11th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply lighted throughout by electricity. Duty qualified Doctor and stewardesses carried. Laundry on board.

12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

MOJI, KOBE AND YOKOHAMA.			
Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 15th November.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 1st Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 2nd Nov.	See Special of Call.
SHANGHAI, MOJI, KOBE	PALEMO	About 2nd Nov.	Freight only.
LONDON AND ANTWERP	BOERNE	About 6th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE	SYRIA	About 10th Nov.	Freight and Passage.

Hongkong, 29th October, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STAMERS	TO SAIL
ILOILO & CEBU	"SUNGKIANG"	On 31st Oct. Noon.
SWATOW, SHANGHAI, CHEFOO	"NANCHANG"	On 31st Oct. 4 P.M.
SYDNEY AND MELBOURNE	"TAIYUAN"	On 31st Oct. Noon.
HOIHOW AND HAIPOHONG	"SINGAN"	On 3rd Nov. D'light
SHANGHAI Direct	"YCHOOW"	On 4th Nov. 4 P.M.
SWATOW and SHANGHAI	"PAKHOI"	On 5th Nov. 4 P.M.
MANILA	"TAMING"	On 5th Nov. 4 P.M.
SWATOW and SHANGHAI	"KWANGSE"	On 6th Nov. 4 P.M.
SWATOW and SHANGHAI	"KIUKANG"	On 6th Nov. 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 8th Nov. 4 P.M.
CHEFOO and TIENTSIN	"KUEIHOW"	On 9th Nov. 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 17th Nov. 4 P.M.
KOBE	"PSINAN"	On 25th Nov. 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates, or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 31st October, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW	"SHOSHU MARU"	FRIDAY, 1st Nov.
AMOY AND FOCHOW	Capt. M. NAKANO	at 8 A.M.
TAMUI VIA SWATOW	"JOSEIN MARU"	SUNDAY, 3rd Nov.
AND AMOY	Capt. H. S. SMITH	at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st October, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Proposed Sailings.	(Subject to Alteration).
Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov. ... 30th Nov.
"EMPERESS OF JAPAN"	6,900	THURSDAY, 21st Nov. ... 9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec. ... 31st Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan. ... 3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
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4,450 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10
Intermediate Steamers £40. ... £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the
American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates,
affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE"	Tuesday, 5th November.
NAPLES, GENOA, ALGIERS GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ROON"	Wed'ay, 6th Nov., at Noon.
MANILA, NEWGUINEA, BRIS- BANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov., at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 15th November.
KUDAT and SANDAKAN	"BOERNE"	Beginning of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th October, 1907.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
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Favourably situated at the entrance to the Straits of Malacca for all steamers from and
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, and BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and FUEL; SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 300 tons' displacement and workshop
fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.
HONGKONG, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE
MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	
"BUELOW"	8,000	ON MARCH 11TH.
Capt. FORMES.		
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
Capt. VON BINZER.		
"PRINZESS ALICE"	10,911	ON APRIL 8TH.
Capt. POLACK.		

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.
For Particulars, apply to—

HONGKONG, 19th August, 1907.

MELOCHERS & CO.,
General Agents. 1335

NOTICES TO CONSIGNEES

S.S. "TOWKIN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex a.s. "Charente" and "Matapan" in
connection with the above Steamer are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 P.M., TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 4th Nov., 1907, at NOON, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 4th Nov., 1907, or they will not be
recognised.

All damaged packages will be examined on
MONDAY, the 4th Nov., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

HONGKONG, 28th October, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.
Cargo impeding the discharge of the
Vessel will be landed at Consignees' risk
and expense.

Cargo remaining on board after 2 P.M. of the
31st inst., will be landed at Consignees' risk
and expense.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside; such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

HONGKONG, 29th October, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before MON-
DAY, the 28th inst., at 5 P.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 4th Nov., will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 4th Nov., at 9.30 A.M.

All Claims must reach us before the 8th
Nov., or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
Agents.

HONGKONG, 28th October, 1907.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,
KOBE AND MOJI.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at Consignees' risk and expense into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

HONGKONG, 29th October, 1907.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.

HONGKONG.

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A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAS. J. H. LOMBARD
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.)

THE VOLUME which consists of 491
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kwellin, is dedicated
to Sir ROBERT HART, G.C.M.G. and Dr. A.
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Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.

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the Printers and Publishers, the "HONGKONG
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Hongkong, 4th October, 1903.

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KONG

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) with Inset
Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF THE PEARL RIVER

PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF SAIGON

PLAN OF SINGAPORE

PLAN OF BATAVIA

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Duties, Postal Guide, Signal Codes, Chinese
Festivals, Tables of Money, Weights and
Measures, and other Commercial Information
including—

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1859;
Convention, 1860; Rules for Joint Investiga-
tion of Customs Seizures, 1869; Opium
Convention, 1866; Changchung Convention, 1891;
Tibet Sikkim Convention, 1890; Burmah
Convention, 1897; Kowloon Extension, 1899;
Wahaiwei 1898; Convention, Commercial,
Shanghai, 1902; Emigration Convention,
1904.

France—Tientsin, 1858; Convention, 1860;
Tientsin, 1885; Conventions, 1883, 1887, and
1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional
1868; Peking, 1890; Immigration, 1894;
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1889;
Kowloon Convention, 1899; Railway and
Mining Convention, 1898.

Japan—Shimonoseki, 1855; Liaotung Con-
vention, 1896; Commercial, 1896; New Ports
1896. Supplementary Commercial, 1903.

Russian—S. Petersburg, 1881; Russian Land
Trade, 1881.

Portugal, 1883; Commercial Treaty, 1891.
FINAL PROTOCOL, made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1891; Duties Convention 1895;
Russia, Agreements as to Corea; United
States, Extraterritorial Treaty, 1893; Great
Britain (Alliance) 1903; Russia (Peace
Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876;
Japan, 1905. United States, 1892; Great
Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856 and 1899; France, 1893
and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention
1899.

CUSTOMS TARIFF

